sides the eight locals, but they did not know the exact time on which these started.

HOPELESS EFFORTS TO CLEAR THE TUNNEL HOPELESS EFFORTS TO CLEAR THE TUNNEL.

Mr. Denew said that he had employed 300
Italians to clear the snow off the tracks in the
yards and the tunnel, but they gave out in a
short time. All the work that they had done in
several hours was rendered useless in a few
minutes by the storm. Three bundred more
were emisloyed yesterday afternoon. They
were nut under the personal direction of Supt.
Toucey. That assute official took them to a
cheap restaurant before setting them to work
and gave them a good dinner. He thought
they would be able to stand the weather better
under such circumstances than otherwise, and
held out further inducements to them. They
were nut at work at 58 P. M. but with all encouragement were able to make only slight
leadway.

FORTY HUDSON AND HARLEM TRAINS SNOWED IN.

FORTY HUDSON AND HARLEM TRAINS SNOWED IN. FORTY HUDSON AND HARLEM TRAINS SNOWED IN.

Not a single train on the Hudson River or the
Harlem branches was able to reach the depot,
and Superintendent Toucey declared that forty
trains on the different branches were snowed
in. Many of these, he said, were undoubtedly
stalled between stations. Mr. Depew sent out
an engine immediately upon reaching his
office to break a way through the snow drills
in the tunnel. This engine had not the slightert effect, and a second was sent out to add it.
This, also, did no good, and a third was despatched to the scene. The three engines were
coupled together and made a united effort to
break through the snow. The only result was
the derailing of the last engine, which narrowly
escaped toppling over. After that no effort
was made to force a way through the tunnel.

FOOTED IT FROM SPUYTEN DUYVIL Superintendent Toucey said that most of the local trains on which the commuters of the road trains on which the commuters of the road travel had been caught between stations. They were scattered along the road from Spuyien Duyen to the Grand Central Depot. Mr. Depow sent an employee of the road to 126th street to communicate, if possible, from there with the conductors of the stailed trains and order them to supply the passengers with 125th street to communicate, if possible, from there with the conductors of the stalled trains and order them to supply the passengers with provisions. As far as could be heard from that had already been done. Mr. Depew admitted that most of the unfortunates who were caught in the local trains were wealthy brokers and business men, and smiled sadly as he thought of the wrath that would come down unon him and his fellow officials from these patrons of his read. A desnatch received at the superintendent's office late in the afternoon stated that the storm had reached Utical and was becoming violent there. There had been very little snow at Peekskil at 7 A. M., but it came down rapidly after that. No trains had left Albany all day, as far as could be learned. A man walked into Mr. Depew's office in the afternoon and announced angrilly that he had footed it all the way from Spuyten Duyvil after paying his fare on a train. He had business that compelled him to reach New York, and the only means of transportation that he could get for love or money were his feet.

Superintendent Toucey said that he had re-

feet.
Superintendent Toucey said that he had refused all offers of freight and could not tell
when the roads would be opened to traffic migain.
"If the storm were to stop now." he said [it was then 40'clock]. "I might be able to clear the roads by sunrise."

THE D., L. AND W. TIED UP.

THE D., L. AND W. TIED UP.

In the yards of the Delaware, Luckawanna and Western gangs of shovellers were battling with the rantilly building drifts, in order to make way for the engines, which were at work with small ploughs keeping the snow from the entrances to the tunnel. Superintendent Reasoner of the M. and E. division sat in his office with the passenger agent.

"You bring the first news we have heard from New York, or from the 'utside world, in fact, since 9 o'clock this morning," he said, ift was nearly 4 P. M., "At 10 all trains on the division were stapped. They are infel up all along the road. The last train got in about 2 P. M. from Beonton, NJ., thirty-five miles out. The usual number of people came on the morning trains. A train going west about 10 o'clock stuck at the west end of the tunnel between here and Newark. We are now trying our best to get it through. All our wires are down. There has been no telegraphic communication since 7 A. M. The division is eighty miles long and exends to Easten, Pa."

About 4 P. M. the Wechawken ferryboats attopped running from both Forty-second and lay streets. It was reported that no West them. morning.

No THROUGH TRAINS ON JERSEY CENTRAL.

Of the thirty-five or forty trains scheduled to arrive yesterday morning at the Jerse, City terminus of the various divisions of the Central Railroad of New Jersey, scarcely half a cozen succeeded in ploughing a way through the succeeded in ploughing a way through the succeeded in ploughing a way through the principal residency of the principal residency of the force of the control of forcen ears and noses to walk to the ferry, but the rest stuck fast in the big drifts that everywhere buried the tracks deep out of slight.

No trains arrived or departed on the Long Branch division, and no through trains on any division. The carly local trains from Somerville and Roseile were delayed an hour or more at Elizabeth by a Pennsylvania train caught in a drift at the crossing. When that obstacle was removed, fresh ones, in the shape of snow drifts reaching up almost to the locomotive headlights were encountered every few rods. The two trains arrived at the Communious station almost together at 10 o'clock, each having consumed four hours in accomplishing its short run. The Roseile train, having got under good headway after crossing the Pennsylvania tracks in Elizabeth, ran by the Spring street station, leaving two hundred operatives of the Singer Sewing Maching Company without the means of reaching the factory.

A train from Newark struggled in a little atter 10 o'clock, and stuck fast ust outside the station. The 7 o'clock Somerville necommodation was the next to arrive at 1:30 in the afternoon. When the cases of such of the station and succeeded but no more. The last car could not be moved a dozon yards beyond the shed. At 4 o'clock the last train of the day pushed in as far as the round house, and the passengers were compelled to walk to the ferry through the blinding snow. They had come from Plainfield and intermediato points, and some of them had been eight hours en route.

No trains were sent out on any division by

ONLY ONE TRAIN SENT OUT.

No trains were sent out on any division by the Jersey Central alter 8 in the morning, when an accommo ation was despatched to Somerville. Its fato and that of some that preseded it is unknown, for telegraphic communication was carly cut off and not restored.

At 4 o'clock official announcement was made that all trains had been abandoned. Up to that hour people came focking across the river and stood in wet and shivering groups about the snow-covered platforms or crowded to suffocation the waiting rooms and the restaurant. When it was made known that no egress could be had over the railroad there was a general rush to return to Now iork. A determined few, however, remained to occupy seats in the curs standing in the station until something moved.

moved.

Among these were the members of the Lily Clay Cayety Company bound to Reading, Pa. The buxon blondes and their male escorts, having engaged a car for their special occupancy, disposed themselves for slumber and passed the night as comfortably as possible under the circumstances. The members of the Roland Reed company, who were anxious to keep an engagement at Williamsport, Pa., returned to New York at 4 o'clock.

Out in the yards of the railway company the packed snow and ice made it impossible to move the switches, and the tracks were blocked with locomotives and cars. The furfuce wind filled the air with flakes of snow and caused an accident just beyond the station. Passenger engine 172 and shifting engine 1 were moving in the same direction upon converging tracks. Neither engineers aw the danger, and the two locomotives came together with such force as to demoish the cab of the shifting engine. Charles Barber, a brakeman, was standing in the cab of the shifter and was caught in the crushed timbers. One of his legs was broken. He was brought to New York. LOCOMOTIVES COLLIDE IN THE YARD.

NEW YORK A MOUSE TRAP.

The interior of the Long Island Raliroad station at Huntor's Point resembled a scene in Castle Garden. Three early trains had brought in scores of people who found that they couldn't do anything after they got here, and, worse still, that they couldn't get tack.

The only trains that came in yesterday on the Long Island Raliroad system were the three which came over the North Side division. The first, which started from Whitestone Landing at 5:25 A. M. was only about 15 minutes late. The second, which started from Great Neck at 5:40 A. M., got in about 45 minutes behind time. It had but one car, which was packed like a sardine box. The third had the roughest experience. It left Whitestone, Landing at 6:25, left College Point at 7:40, which was one hour and ten minutes late, and instead of reaching Long Island City at 6:57, did not get in until 4:30, and she ain't here yet," said a passencer, who was relating his experience. The train stick fast about a quarter of a mile west of the station, and there she stayed all day. Her passengers found it hard work to foot it to the ferry. This train run into a big drift at Main street. Flushing, and oicks and shovels had to be used before she could proceed. About opposite the Queens County Court House another drift was struck, but the snow was light, and the engine dashed through it, throwing the snow back upon the roof of the cars, 'until it was as dark as a tunnel," said the passengers. NEW YORK A MOUSE TRAP.

AUSTIN CORBIN DUG OUT.

The trains coming in from the eastern end of the island did not meet the storm until they reached Babylon. Austin Corbin, the President of the read, who was bound west from Sag Harbor on the Montauk division of the road, found himself blockaded a few miles west of Babylon about 9 o clock. A force of men was sent out from Jamalea, and after several hours' with they succeeded in freeding the road as far west as Jamalea, where it, Corbin and the Other passengers were glad to find a refuse.

At 5 o'clock a blacart' was hung up announcewest as Januard, where glad to find a retuge, the passe ingers were glad to find a retuge.

At 5 o'clock a placard was hung up announcing that no trains would be run last night.

The only train that left the depot resterday ras one which was started at 6:50 Å. M. for Babylon. It made but two miles when the show prevented further progress. Men were

sent out from Hunter's Point to extricate the train, but their labor was unavailing.

All telegraphic communication was shut off early, except along the lines to Flushing and Far Reckaway. "and we won't guarantee when or in what shape a message will reach those points," said the operator.

WAIT TILL THE CLOUDS ROLL BY.

OLIO LINII

wait till the clouds hold by.

A railroad official, who has been on the road for fifteen years, said there had been no such blockade since the winter of 1881, when the road was snowed up for four days. "I never knew the North Side division to be blockaded before, though. The roads running north and south scent to have got more snow than those running east and west. We shall make no attempt to run trains until the wind and snow stop. It would be useless for us to try to send out a snow-plough and follow it by a train, for the tracks would fill up as fast as they could be cleared. Why, five engines together were unable to push out of the yard this morning. Yes, this is a regular Western blizzard if the thermometer would only move down to 10° or 15° below zero. I've been on roads in the West, and in Minnesota I've seen them snowed up for two weeks. One winter some engines that started out on the prairie in January did not return until they were brought back on freight cars in June, but this is a genuine bilizzard except for the temperature."

were brought back on freight cars in Julie. But this is a genuine bilizard except for the temperature."

Late last night it was announced that no fast mall could be sent out this morning, and that before this afternoon it would not be possible to send out more than one mail. The Pennsylvania Railroad will send out a mall train at 7:30 A. M. If the storm abates then mails will probably be sent out this evening.

The letter carriers were dismissed by Postmaster Pearson's order at 6 P. M., because the collections from the boxes were meagre and because the probability of mails being sent out this morning is slender. The service by mail wagons was discontinued in the afternoon. The wires between the sub-Post Office stations and the main office were down on all sides. So far as was heard from at a late hour one wagon only—that in Forsyth street—was abandoned, and the mails were taken from the wagon to the general office by letter carriers. Postmaster Fearson said last evening that the mail matter collected sesterday resembled that of a city of 10,000 inhabitants.

TENTING IN THE ERIE DEPOT.

TENTING IN THE ERIE DEPOT.

The Erie station in Jersey City was absolutely cut off from all communication with the outside world after 1 o'clock yesterday afternoon except by the ferries. These ran to both Chambers street and to Twenty-third street until 3 o'clock, making hall-hourly trips. At 3 o'clock the Twenty-third street boats were taken off for lack of coal. Fifteen coal carts were stuck a dozen blocks away and abandoned. A great drift of snow across the upper end of the sheds made it impossible to move a train in or out of the depot, and it also extended across the street and stopped all pedestrian or vagon traffic. TENTING IN THE EBIE DEPOT.

out of the depot, and it also extended across the street and stopped all pedestrian or vagon traffic.

Hundreds of people got in during the early morning and many of them did not leave the station during the day. There were a dozen women among them. Nearly all of them were shop girls who belonged either in Newark or Jersey City. Two of the others were Miss Phelps, a daughter of William Walter Phelps, and a married lady with a baby, As night approached there was a great demand for sleeping accommodations. The women who were without money were fed at the expense of the rairond, and a coach was set apart for their use. Many of the men also sleet in the heated coaches which had been standing rendy all day to go out. Miss Phelps and the married woman and baby spent the night in Division Superintendent Barrett's office.

Aftel 4 o'clock the ferry to Chambers street ran hourly until 7. The boat that made the 7 o'clock trip struck heavy ice which had been backed up the river by the floot tide, and in trying to enter her slip on this side of the river she got caught across it and lay ther two hours. She was finally pulled around by a tug. She made her last trip from this city at 9:45 and at 10:30 she made the last trip back. At that hour there were 150 or 200 passengers left prisoners in the Jersey terry houses. As early as 3 o'clock notices had been pasted that no trains would be run during the day. Nothing can be done toward opening the line before morning.

PENNSYLVANIA'S SOLITARY TRAIN STALLED. PENNSYLVANIA'S SOLITABY TRAIN STALLED.

PENNSYLVANIA'S SOLITABY TRAIN STALLED.
Only one train left the Pennsylvania depot in Jersey City. This was the Chicago limited, it went out with its usual number of passengers at 10 A. M. All the telegraph lines had been gone for hours, and nothing was beard from the train or about the condition of the road until a local train got in at 11:50. This brought word that the snow was piled up in great hard windrows across the mendows, and that the Chicago train was stalled at Harrison's, just across the river from Newark. Superintendent Crawford sent out a relief train to dig them out. "We shall do nothing else," he said, "until the storm ends." to dig them out. "We shall do he said, "until the storm ends."

TERRIFIC FERRYBOATING.

Snow-blinded, Ice-clogged, Wind-beaten, the Frail Cratt Brave the Blizzard.

Fulton ferryboats and the boats along the North River, which used up nearly an hour on a t ip in the daylight hours, had clear salling compared with the voy-George and back. Six trips were all that the Northfield, Southfield, and Westfield were able to fight through by daylight, and none of the after dark. The wind snapped off the flagstaffs of the Northfield and Westfield the instant they left their piers in the morning. Out in midstream, where the wind had full play from the northwest, the boats skimmed along like a lightning express, but the helms were practically useless, because the boats wouldn't answer them. The Captains had to trust to luck to reach their piers. Capt. Cattermale, who has been twenty years in the service of the ferry company, said that in all his life he never knew the wind to blow over the waters with such furious vigor.

The new ferry line to the foot of Thirty-ninth street, South Brooklyn, gave up business for the day after the boats North Brooklyn and West Brooklyn had fought their way across. The West Brooklyn tried to battle its way back to Brooklyn again after reaching the New York side, but gave the job up after fighting the gale for fifty minutes, and anchored with great difficulty at its pier on the New York side along

the South Ferry slip.
"It's ten times worse than a fog," said an old engineer on a Barclay street ferryboat. The danger of collision prevents the running of many boats, and they have to move slowly. This was at 3% P. M., as the ferryboat, crowded with passengers who had waited for upward of an hour in the dark ferry house, moved slowly out of the Barclay street slip. Only a few persons ventured out of the cabins, and those whom curiosity led to do so were nearly

thrown flat upon the deck by the blast.

Nothing could describe the fury of the wind or the black desolation of the scene out on the North River. The snow, driven by the wind, made an impenetrable veil, which the sharpest eye could not plerce more than 200 feet from the boat. Here and there, as the wind lulled

made an impenetrable veil, which the sharpest eye could not plorce more than 200 feet from the boat. Here and there, as the wind lulled or shifted for an instant, another ferryboat might be seen, looming spectre-like and alarmingly near at hand.

The boats were then running on half-hour intervals, but later in the afternoon they took an hour's headway. In consequence the crowds were larger than usual. They were chiefly composed of men and boys. Very few women had ventured out. The boys seemed to take a wild delight in the raging elements and kept up a continuous uproar of sells, cat calls, and laughter. They were bound to get as much fun out of the strange condition of things as possible. For the rest a strange, bewildered, helpless look was on nearly every face, and the more elderly men talked in subdaed tones or tried to appear unconcerned and calim.

The Roosevelt Street, Twenty-third Street, and James Slip ferries stopped running before the day was over. The passengers were so few that it was hardly worth the while to run, and the storm on the river so great that for the long runs that those ferries have to make the trips were delayed and dangsrous. The snow deceived the pilots, and the wind blew them out of their course. The two Williamsburgh ferries that land at Grand Street on this side made their short cross-river trips without much delay, except in the early hours. The Grand Street Ferry lost three minutes a trip, and the Broadway Ferry two minutes, on the average. Few people travelled that way, though, The cars did not run in Williamsburgh, and scarcely 400 passengers came across from Grand street in the morning. The usual number is between \$5,000 and \$1,000. Those that came over were dismayed when they found the street cars on this side had stopped, too, and many of them returned home on the next beat. Those that footed it up Grand street wished they hadn't. They all returned early in the day, and by of oclock the ferry was deserted. The gray-bearded man who takes the fares for the Grand Street form

half an hour, instead of every seven minutes. In the afternoon, when it was officially announced that the Jersey Central had abandoned all trains, travel fell off, and all the boats were withdrawn except the Plainfield and Communitaw. These made regular trips until 8 P. M. and quit.

GRAND STREET TRANSFORMED. Shops Closed or Idle-Merry Girls Snowball-

ing-Cars and Mail Wagons Stuck. Grand street was deserted, except by hose employees of its stores who entered it late and left it early. Many of the stores did not open. Many more closed before noon. All, except the saloons, were closed by 4 o'clock. Here and there, in the morning, was seen a young woman with set teeth, frightfully red face, and scared and snowy appearance, lean-ing forward against a violent head wind or backward on the crest of a wind wave that threatened to hurl her against a lamp post or into a snow drift. At some of the stores the young women found a welcome that was warm only in contrast with the storm outside. They were told that there would be no business, and they might as well go home. The announcement, which usually would be so agreeable, was not pleasant considering the weather. Other stores made a pretence of opening, but soon gave it up. There were no ustomers. Lord & Taylor kept it up until after 4 o'clock. Most of their employees were allowed to go, only enough held to supply the wants of the few straggling customers, Ridley used the day in getting arrears up and

the wants of the few straggling customers. Ridley used the day in getting arrears up and putting things in shape. The doors were closed early, but a persistent customer could get in and get waited on.

The horse cars along the street made a heroic attempt to run in the early morning. The first car was hanled by four horses. The second car rolled behind six horses and got stuck half a dozen times at that. Then the job was given up. From 3 o'clock on the scene on the street was a lively one. The stores, business places, and actories had unburdened their contents, and everybedy was making for the ferry. The young women-seemed to enjoy it and the shrieks of merriment made one forget the driving storm. The girls pelted each other with snowballs, and, pushed each other with snowballs and, pushed each other into snowbanks with an apparent contempt for the storm that made the men shiver. The occasion caused all formalities to be forgotten in the one general frolle, and men and women addressed each other and showed each other into snowbanks with a freedom that would have shocked all hands on any other occasion. One old woman weighing perhaps 250 pounds sat down in the middle of a snowbank. A SUN reporter helped her up, and in so doing fell himself. The woman at once sat down upon him, and a bovy of girls from Ridley's rescued both.

On the corner of Columbia street a drift aroso higher than the heads of passers by. A solitary man was diggling at it, and everybody guyed him so unmercifully that at length he got mad and stood on the corner offering anybody a free fight that wanted it.

Grand street is a long street. Blocks wost of the terry the girls' spirits cozed out before the storm. Their steps became slow, and some of the red faces grew white. The men stopped in saloons by the way and warmed up, but the girls had no such resource. Two in a crowd of a dezen sank in the snow when the great sweep of wind and snow from out of East Broadway struck them, and had to be half carried to the ferry by their companions.

Agent b

FREEZING IN THEIR COACH.

A Funeral Party Unable to Take a Corpo

None of the steam roads which terminate at Greenwood Cemetery attempted to run trains vesterday, and the thousands of business men living along the various routes had to stay home. Not a day has gone by since Greenwood Cemetery came into existence that a funeral procession has not passed the big gate at the Fifth avenue entrance. The record was kept up yesterday, but it came very near costing the lives of two men who braved the storm and came all the way from Thirty-fifth street, New York, in coaches to bury a man of the name of Hillyer. The procession started at 9 o'clock, and by noon it had reached the entrance of the ceme-tery. There were only two coaches and the hearse and when the cemeters was reached the horses as well as the drivers had almost given out. Twenty-five men were set at work to dig a roadway through the huge drifts in the grounds to the grave, but it was found impos-

sible for the herses to go further.

The coffin was taken from the hearse and hurried to the receiving vault by half a dozen men. The living were then looked after. The undertaker, Bernard Linus, and a son of the dead man were taken from the coaches, which were being rapidly hidden from sight, and car-ried to Jo Braun's saloon. It took several hours to revive them, as they had almost succumbed to the blizzard. They were put to bed in a

to the blizzard. They were put to bed in a neighboring louse.

The hearse and conches were abandoned and the horses housed at the stables of the Fifth Avenue Railroad. After the sheets of fee which coated their sides had been knocked off and they had received plenty of oats they appeared little the worse. Two of the drivers, Andrew Burnsand Edward Webster, were badly frost-bitten, but coachmen are hard to kill, and ice water and a few hot drinks brought them around.

water and a few hot drinks brought them around.

The storm was more severely felt in South Brooklyn than in any other part of the city, Telegraph wires were down, and lences and trees had been laid low as well. A number of stores on Fifth avenue had the panes in the windows blown out. It was reported in the afternoon that a 10-year-old boy living near the cemetery had left his home on an errand and had been lost in the snow. A search party was unable to find any trace of him, and he may have been frozen to death. On all the avenues the snow has drifted in some places to the depth of fifteen feet, and the horse car men do not expect to run any cars in that part of Brooklyn for several days.

IN DREAD OF FIRE

Signal Wires Down and Streets Blocked— Precautions Hurrledly Taken. Whistling, screeching, and howling around the top stories of the Fire Headquarters building till it almost drowned the voices of Assist-ant Superintendent Farrell and Secretary Judson, the blizzard seemed to mock at their dis-comfiture, and glory in the destruction it was doing in their department. Until 4 P. M. only two alarms of fire were received, one first alarm from Sixteenth street and First avenue. and one from the box nearest the accident on the Third avenue "L" road. This latter call was a precautionary measure in case of the cars catching fire. At all engine houses orders were received to have four horses ready to hitch to steamers and trucks, and two to carts. "This is the worst storm we have ever had." said Mr. Farrell to a Sun reporter. "Wires are down all over the city. There are now (4 P. M.) 75 boxes out of order below Houston street, 100 between there and here (Sixty-seventh street), and 200 north of us. There are 1,000 boxes in the city altogether. In case of fire there are some districts that we could not reach at all, but most of the fire companies can be reached by us by the gong, telephone, or combination circuit. The latter is worked by a Morse key and sounder. The chief trouble we have to encounter is the falling of telegraph poles across our wires, and we hear there are poles across our wires, and we hear there are many down in all parts of the city. With a force of twenty-five men to work on the poles and thirty more ground hands, I think we shall be able to have the wires in good condition again in less than twelve hours after the storm subsides."

At the request of Chief Shay, through such police wires as were working and by police messengers, all rolles station houses were notified to instruct policemen to be watch all for fires, and in case of the discovery of a fire not only to send out the alarm, but to go to the nearest engine house.

Communication between Police Headquarters and stations was badly broken up. Out of the thirty-five precincts only seven were able to telegraph to Central Office. These were in Leonard street, Elizabeth street, Prince street, Charles street, all therry street, and West Thirtieth street, and on Pier 31, North River. Occasionally East Twenty-second street and East Thirty-fifth street were able to use the wires. The others employed policemen to carry desputches to Headquarters. One policeman came from High Bridge and another waked all the way from West 100th street. Both left Headquarters with the expectation of waking the may from West 100th street. Both left Headquarters with the expectation of waking the may from West 100th street. many down in all parts of the city. With a

In the afternoon notification was re-cived at Police Headquarters that the electric light companies would be unable to work their plants. The information was imparted to policemen who went on post at 6 o'clock, with instructions not to leave their posts to report lights out, and to answer all questions of night

lestrians on the subject. A good many lights worked after all.

An effort was made to mend the disconnected police wires. Linemen were sent out to several points. They sealed a number of poles in the hope of repairing damage, but the storm raged so furiously that they were unable to do anything, and their perilous undertakings brought no benefit to the Police Department.

A lineman went on the roof of Police Headquarters to straighten out the wires there. He came down looking like an icicie.

NO MAYOR, NO JURIES.

City Officials who Feeted It Down Town-The City Hall Snewbanked,

The City Hall was about the most deserted of all the public buildings. Huge banks of snow closed effectually the front entrance. Presumably all the jurymen who had been summoned tried the front doors and didn't investigate further, for few of them appeared n court. Several clerks of the City Court got down some way out of formality, but all they did was to sit the hours away until 4 o'clock, when they had done their duty, and went home. A sparrow followed Clerk McCloskey in out of the wintry wind, and the clerks diverted themselves for a time taming it and feeding it. Scarcely a person called at the Mayor's temporary office in the Stewart building. Mayor

porary office in the Stewart building. Mayor Hewitt telephoned in the morning that he would not leave his house, and he postponed the meeting of the heads of departments until this afternoon.

The absence of the lunch man in the County Court building was sufficient proof that the offices and court rooms were nearly void of activity. The Sheriff's deputies for once rested on their oars, with nothing to do. Sheriff Grant drove down. As many of the negister's clerks as could turn out were on hand and at work. Register Slevin walked down from Forty-fourth street. Surrogate Russom convened court but to adjourn. All the Judges of the Supreme Court were on hand except Judges Van Brunt, Beach, and Andrews, and they were occupied for a short time in hearing motions and reading calendars, but no jury cases were tried.

Judges Dugro and O'Gorman represented the Superior Court, the latter braving the storm on foot from his home on Twenty-third street.

Assistant Corporation Counsel Scott walked down from Thirty-seventh street. Big Deputy Comptroller Storrs was at his post, a little thinner for the storm. Deputy Commissioner of Public Works David Lowber Smith walked down from Elghty-sixth street.

ELEVATED ROADS HELPLESS. Tens of Thousands of Passengers Caugh

Between Stations. Never has there been such a day as yesterday in the history of the elevated railroads. It vas not supposed that a snow storm could seriously affect travel on the trestles, but before 10 o'clock all attempt at regularity in despatching and running trains was abandoned. and not one-tenth of the number of trains usually in progress on the roads were in motion. At 1 o'clock in the afternoon notices were put out that no trains were running. A little before dark these notices reached the up-town stations. They were chestnuts then. In some cases the agents continued to sell tickets to all who had faith to buy until the formal notice from below was received that gave authority to suspend nickel gathering.

There were three leading elements in the

difficulties that beset the elevated railroad men. First, though not necessarily most im portant, was the slipperiness of the rails, which rendered it difficult and dangerous to round curves, and almost impossible to climb steep grades, or stop Tithin the required bounds at stations. For this reason alone trains were obliged to move slowly and with added caution on account of the blinding, whirling snow which hid all objects at less than a block away. Secondly, the snow really had a chance at the elevated struc-tures where, as at 145th street, west, and Eighty-ninth street, east, there are many sidings on which cars and engines are stored during the inactive hours of the night. At such places trains are made up in the morning to take passengers down town, and yesterday morning when the employees of the elevated great drifts in front of them. These had to be cleared away before anything could be done and as the wind heaped up the snow almost as fast as it could be cleared away, a considerable delay was unavoidable in despatching trains from the northern end of the island. Third, great difficulty was experienced in working the switches, because the snow was packed by the wind into the crevices between the rails like solid ice, and it required a special force of men with brooms and pails of salt water to keep the movable rails in working order. Even as the men labored at this branch of the work the salt water froze in the pails, and whenever a train arrived at a terminus it took several minutes of patient, hard endeavor to loosen the rails so that the switch could be thrown over. To all these causes for delay should be added the influence of inertia, for once a blockade is begun on a system of tracks, every minute adds to it, and a delay is bound to increase in force from hour to hour, just as a train gains speed in running down a grade.

ON THE WEST SIDE. road came to get cars and engines they found ON THE WEST SIDE.

speed in running down a grade.

Although many less passengers went to the stations on the west side north of Flity-ninth street than usual, the platforms became crowded by 9 o'clock, for few of such trains as came along stopped at the appointed intervals, it often happened that passengers walted upward of half an hour for a train to arrive only to be refused entraines to it when finally stopped at a station. The express train which takes passengers from the New York and Northern road to the Battery with few stops en route, waited for an hour beyond its schedule time for any train to arrive from the north at 155th street. Two trains of this kind are run on the west side via Ninth avenue, the first leaving at 8 and the second all 9 o'clock. The second did not attempt the trip yesterday. Way trains along the Ninth avenue division, south of Fifty-ninth street, ran with reasonable regularity until nearly 10 A. M., and a few hundred passengers were therefore fortunate enough to get to their places of business nearly on time. But these were only those who lived near Fifty-ninth street, for at that station all southward bound trains were scheayly loaded that the bodies of the cars were depressed until the flanges of the wheels grated against the floors. As there are no sharp curves on that line the trains moved at nearly their schedule speed until the general blockade affected the division. Traffic was substantially suspended on Ninth avenue at noon.

Trains on Sixth avenue were blocked much earlier on account of the curves, and the

are no sharp curves on that line the trains moved at nearly their schedule speed until the general blockade affected the division. Traffic was substantially suspended on Ninth avenue at noon.

Trains on Sixth avenue were blocked much carlier on account of the curves, and the greater demand for transportation on that division. At ten minutes past 10 a train stopped at Twenty-third street, and after a wait of several minutes the guards announced that there was a sold block of trains extending southwards far as Chambers street. Most of the "standeos" and a low of the others promptly left the train, and proceeded the rest of the way down town on foot. At that station the ticket agent had sensibly closed the gate to his office, so that patrons were not induced to buy tickets and endure a hopeless wait upon the chilly pistform.

At bail-past 10 there was a narrow escape from an accident similar to that which resulted so fatally at Seventy-sixth street on the east side. A downward train was builing into the station when the engineer saw directly in front of him the rear car of another train. He had not been informed that the blockade extended so far north. He applied the brakes at once, but on account of the slipperyness of the tracks they had little effect, and the result was that his engine bumped smartly against the platform of the car in front. A general fright ensued in both trains, but there were no injuries recorded either to people or rolling stock.

The passengers on the trains south of Twenty-third street who were imprisoned in cars that stood on the elevated structure between stations whiled for hours for progress or relief. Some of them took the risk of getting out and waiking over the ties to the nearest station, whence they made their way to the street host of his means of the Ninth police precinct on Charles street became aware of the situation and communicated to Superintendent. Murray, A detail of policemen was then sent to that part of the road lying between the switches and long ladders were carried

as possible.
THE MAST SIDE LINES. The condition of things was little, if any, better on the Second and Third avenue divisions than on the west side. The seedent at Bev-

enty-sixth street brought about an immediate suspension of traffic on Third avenue, but for two or three hours after after it occurred there were blockades at the south, especially along the Bowery. It was discovered early in the day that any attempt to run trains to South Ferry would result in forming a solid blockade south of Chattham square, and about noon the agents at the down-town stations were notified that no trains would be run below Grand street. At irregular intervals, however, trains were despatched from the City Hall station, but passengers were warned that they might not be able to get any further than Chatham square. After the middle of the day there was no attempt made to run trains to the north on Third avenue, but the stations were besieged with people who wanted to get back to Harlem, or to the Thirty-fourth street ferry, or to the Grand Central Depot. Importunate passengers who hunted up Train Despatcher Carroll of the City Hall station were informed that their only chances for getting to Harlem was to walk to the Grand street station of the Second avenue division, whence trains would be sent north at intervals of "when they could."

"They won't stop this side of Sixth street," said Mr. Carroll.

In consequence of this information and the general knowledge that trains were running on Second avenue, a great crowd of pushing, frost-bitten, but good-humored passengers gathered upon the Grand street platform. Trains of two cars were sent out toward harlem as fast as trains from the north came in

frost-bitten, but good-humored passengers gathered upon the Grand street platform. Trains of two cars were sent out toward liarlein as fast as trains from the north came in and the switches could be operated, and there were occasinal delays from broken couplings that had to be replaced. Even at this the cars were run nearly beyond the depot, so that only the rear platform was available for entrance. In struggling for a place many of the passengers fell to the treatle and there were narrow escapes from tumbles into the street. Mr. Carroll's word was nearly correct. No stops were made on most of the trains short of Thirty-lourth street, and a howling mob of disappointed tieket-busing patrons was left on the platforms of the more southern stations. Even when stops were made it was only to let passengers off, and the engineer drew the trains to points several rods from the platform, so that passengers had to get down to the narrow walk alongside the rail and walk back. There was often an interval of forty-five minutes between trains on Second avenue going up town, although the down trains ran more frequently.

At the headquarters of the elevated roads there was the usual ignorance of what was going on on the various divisions. At 2 occoek P. M. no one there had heard of the accident at Seventy-sixth street. Manager Hain was at home sick, and the Superintendent was out trying to untangle the snarl on Sixth avenue.

TRYING TO BEEAR THROUGH.

home sick, and the Superintendent was out trying to untangle the snarl on Sixth avenue.

TRYING TO BREAR THROUGH.

Late in the afternoon trains began running on the Ninth avenue elevated road, starting from the yards near the upper terminus. First a single train was destatched with a double-header, and it worked its way down at a very slow rate, for there were numerous drifts, and whenever one was encountered the engines had to back for a distance and then advance with all the steam turned on. Soon after the first train other trains were sent out at intervals of a few minutes to keep the track clear of the shifting snow. Before 9 o'clock the way was open as far down as Fiftieth street on the Sixth avenue line, and for some time all the trains were reversed on a switch just above this point, and they returned on the eastern track to Harlem. All the stations above Fiftleth street were crowded with neople who bought tickets and dropped them into the box, only to find that the trains carried no passengers, although they stopped at every station for more than a minute. Many of the people waited for soveral hours and then went away, forfeiting their fare. The road for once made quite as much by carrying no passengers at all as when the cars are crowded to the platforms. Later in the evenling the track was cleared on a considerable portion of the Sixth avenue line.

The Brush Electric Light Company sent word

The Brush Electric Light Company sent word Fire Headquarters that they would be able light up only Broadway and Sixth avenue as r as Twenty-eighth street. All their other reuits would be closed at 7 o'clock. Thirty-urth street was in utter darkness from roadway to the East River after 7 o'clock.

BY ELEVATED AND LADDER.

Here's a Specimen of the Fun 50,000 People A reporter of THE SUN, who had an early assignment requiring his presence in the lower part of the city, had what seemed to him a very unpleasant experience of elevated rapid transit under the conditions of yesterday, but

t was one that was shared by at least 50,000 other New Yorkers at the same time. He reached the Eighteenth street down-town station on Sixth avenue a little after 8 o'clock that "no train had come down for thirty-five minutes," and "none had gone up for a h- of a while." After some ten minutes of waiting a down train slowly crawled to the station. It was loaded to the muzzle. There were some persons aboard who wanted to get off there. To enable them to do so, the men nearest the gates had to climb over them to the station platform before the gates could be opened. Three trains similarly luden came in, and noved out with their seats, aisles, and platforms so packed that not even one small boy

more could have got aboard.

Finally, at half past 8 o.clock, the reporter ot foothold upon a car platform, and by a general sway and squeeze among his fellow vichowls the gate was closed behind him. The train moved down a little below Seven-

more than two hours. Then it moved ten feet and stopped another hour; ten feet more and another hour; finally to a little below Sixteenth street, and there it stuck until 5 minutes before 3 o'clock.

Meanwhile, men took some desperate meas.

ures to reach the Fourteenth street station.

street, and there it stuck until 5 minutes before 3 octook.

Meanwhile, men took some desperate measures to reach the Fourteenth street station, less that two blocks away, or the street. A few clambered out on the west side of the cars to the foot-wide top of the from wail, almost level with the ear platforms, and, balancing upon it, supporting themselves against the cars, walked to the station platform. Many got out on the east side and walked the fiss to the same point. The ties were slippery, and, such was the force of the gale much of the time, that those who attempted those perilous feats were in imminent danger of being blown from the track into the street, and found themselves compelled to go on their hands and knees. The blinding lores of the driling show lent an additional peril to the desperate endeavor, particularly at the moments of greatest risk, when the escaping victim of the train let himself method the street of the street, and when turning on that scant nerch he made his plunge for the ties of the up track beyond.

After a long time somebody in the street raised a ladder. It was too short to reach the track. To get on it one had to swing down and grope with his toes for its topmost round, seeing nothing, numbed and confused by the elemental rage about him and the cold, hustled by others behind and himself crowding others in front, in such eager haste on the part of all that the ladder was kept full of descending men for some time.

Then a darky brought two ladders lashed together and so made long enough to extend above the side wail of the track, so that it was comparatively easy of access. His characed twenty-live-cents for each descent by his route, standing at the top of the ladder and collecting from each person, shouting from time to time. Look out dah down blow, whilm the dealer and so made long enough to extend above the side wail of the track, so that it was comparatively easy of access. His characed the track of that it would be too much for each of the proportionate would be too much

other way of netting out of their trap. At every minute the deer, at one or the other and of the car, would be dragged cron and the sterm would reak in with a scream, descript its burden of show into paople; saces amost half the length of the car. To add to the general discomfort and emphasize the mathematical fiends calculations, the engineer, to conomize his steam, shut off the heat from the cars, and a North Pole temperature prevailed. The windows were coated thickly with

ice, so that only by vigorous scraping of them could a glimpse of the street be obtained. Still, people smiled at the idea of pacumonia, kept up a vigorous stamping, buttoned their coats more tightly, and joked.

"If we could only smoke, this situation would be a little more endurable." suggested somebody in the car where the reporter was, and the suggestion awoke a chorus of assent.

"Happy thought!" suggested somebody else, "for the company's rules prescribe that any-body who resokes shall be put off the train, and that being what we all want, we should all smoke."

There were five ladies in the car. The first one asked if she would object to smoking, said very pleasantly:

one asked it she would object to smoking, said very pleasantly;

"Not at all; I would be bappy to see you gentlemen find some mitigation of our common discomfort." The second said:

"No; I wish I could smoke with you." The third replied:

"Certainly: I am not so selfish as to deny to others a pleasure that I cannot share."

The fourth also gave pleasant and ready consent.

The fourth also gave pleasant and ready consent.

A consensus of orinion reached the conclusion among the would-be smokers at the further end of the car from where the lifth woman was that she was tee hard to get at to be asked, and she looked as if she could stand smoke, or pretty much anything else, so the ventilators above were opened, and a few eigars and observates were lighted.

or pretty much anything else, so the ventilators above were opened, and a 'few cigars and cigarettes were lighted.

Instantly a little ferret-faced fellow with a red nose, who annousced himself as being in company with the fifth woman, made a tunituous kick. He declared that the smoke made her very sick, that she was almost fainting, and he seemed upon the verge of anoplexy. The cigars and cigarettes were extinguished in deference to the woman, and a gloom settled down over the previously jolly party.

Then everybody voiced the opinion that the person responsible for such outrageous management of the trains must be an immeasurable and unsneakable ass; that during the six hours of waiting it would have been easy to know what the chances were for forwarding trains and to buck all trains up a little to station platforms, so that passengers desiring to escape from the infernal trap might do so; and that the sconer an underground rapid transit was afforded for New York the better.

Everybody was in a bad humor when at length the train was backed up to the Eighteenth street station again and emplied instantly of all but the train hands. It took the reporter just six hours and twenty-five minutes to go two and a half blocks and back again by rapid transit on the elevated railroad. SLEDDING IT FROM STALLED TRAINS.

Mott Haven to Forty-second Street.

Never since it was started has the Grand Union Hotel been so jammed with guests as it was yesterday. Most of the new arrivals were men who had gone to the Grand Central Depot with the expectation of taking trains for other points. The announcement that no trains would be sent out had left them disconsolate. After waiting for hours in the vain hope that the tracks would be cleared, some of them took cabs at exorbitant rates and the others betook themselves to the Grand Union Hotel. It took two extra clerks to get their wants attended to, and the rooms soon gave out. The lobbies were filled late in the afternoon with passengers from stalled trains on the New York Central and New Haven railroads who had succeeded in routing out farmers and had come down to the city in sleighs. They came from as far as Spuyten Duyvil, and many of them were sick from cold and exposure. To add to their distress all the rooms in the hotel

them were sick from cold and exposure. To add to their distress all the rooms in the hotel were taken, but, fortunately, they were acquainted with many of the earlier arrivals, and in this way got at least a berth. Nearly all the beds in the house had two occupants.

The late comers had thrilling experiences to relate. A party of four gentlemen were on a train that reached Mott Haven at noon. They induced John Leroy, a liveryman, to take them to New York in a hack-sleigh for \$50\$. His first pair of horses foundered at the end of two miles, and both he and his passengers were nearly frozen. At a farm house along the road where he was acquainted he succeeded in getting shelter for a while and a fresh pair of horses. A mile further on his horses struck a drift, and almost sank out of sight. They were extricated with difficulty by the united efforts of the passengers were hardly able to move. He was offered \$25 above his original price to take back another party, but refused the offer.

"I am going back again." he said to the reporter; but I am going back without any passengers. This is the toughest trip lever made. I don't know the names of the gents that came down with me, but they were guite all the way through. If they hadn't been we'd abeen frozen stiff on the way. They got out and walked a number of times when the horses gave out. They've get friends here who took care of them when they came in."

The men did not register, and their names could not be ascertained.

One man who said he was a lawyer and had been driven in from a Mott Haven train said that friends of his kad been compelled to change horses four times on a similar trip. The roads were said to be full of drifts, many of them over seven feet deep. It is not certain that all who started got to the city. A passenger of his fellow passengers had put up for the night at adjacent farm houses.

SNOW FIGHTING ON THE RAIL.

Hours Getting from Trenton. Train 32 on the Pennsylvania road, which left Trenton yesterday morning at 7:10, arrived at Jersey City last night at 7:05. The train was due at Jersey City at 8:53 in the morning. Conductor Bailey and Engineer Gordon Claffin Dave Foley, the baggage master, and "Budd" the flagman, and all the crew bad an expe-

rience that they will remember. The train is usually made up of six cars, but yesterday morning it was composed of only three. Big drifts were first encountered at Lawrence, six miles from Trenton, and when Princeton Junction was reached steam and coal were nearly exhausted. At Monmouth Junction there were more heavy snow banks to be ploughed through, and when the train drew up at Suydam street, New Brunswick, the newspaper train which leaves Jersey city at 414 in the morning was found to be fast snowed in. Things didn't look pleasant for train 32, but the local train that leaves Millstone Branch was even in worse shape. Freight engines were sent out to haul it out of the snow banks, and 82 started on its way to Metuchen. Here the drifts, particu-larly on the curves, were almost impenetrable barriers. There were long delays, and when near Rahway it was learned that there was a Lehigh Valley train ahead. The Pennsylvania overtook it just this side of Rahway. This was an easy matter, as the Lehigh train was fast in the snow drifts

Pretty scon a second Lehigh train came up behind the Pennsylvania train, and at the sug-Pretty scon a second Lehigh train came up behind the Pennsylvania train, and at the suggestion of a practical employé it was decided to make the three trains one. The engine of the Pennsylvania train was hitched to the first Lehigh train, and the second Lehigh engine was counied to the rear of the Pennsylvania train. There were thus three engines trying to haul eleven ordinary passenger coaches.

Waverley was reached after buttles with dense snow banks and there the Pennsylvania train 65, west bound, with five coaches and three engines, was found to be immovable. The drifts in front of those three engines were about the heaviest yet encountered, and they extend over on to the eastbound track in front of the Lehigh-Pennsylvania-Lehigh combination train. The combination backed and punged repeatedly into the drifts, and after a delay of an hour a start was made. Emmet, street, Newark, was reached at 3 c clock. The passengers were jamished, and gladly welcomed a Dutch peddler with ree bread and Frankfurter sausage. The train plunged on to Cheshnut street, and had to face little mountains of snow. There was a block of half an hour and a drive was made for Morket street. There the Chicago, limited, which left Jersey City at 9 c'elock, was found to be completely snowed in. It was without an engine, and is there yet. It was there domonstrated that the Lehigh-Pennsylvania train confinit get along and and the same employee who had suggested its formation activised that the four last cars be left behind and the source and three engines go ahead. Even after this was done it was only atter repeated planging through drifts that Marion was reached. The fires had gone out in the coaches, but the passengers passed the time singing. Two relief trains finally brought them at 7:10 to Jersey City. Trains 58, 10, 78, and 6 are all fast snow-bound between Now York and Philadelphia. The Coroners' Office Practically Closed,

Coroner Eidman and Deputy Coroner Dr. Jenkins were on emergency duty at the Coroners' office yesterday. It was their duty to investigate causes of death in several cases sent in to the Coroners' office. As no public conveyances were moving. Coroner Fidman sent Attendant Richard Coak for a hard, instructing him to may \$25 for a carriage, but nonecould ue had. Then Coroner Eddman and Dr. Jenkins walked to ex-Coroner Kennedy's shop in Pearl street and hired a horse and sleigh. Dr. Jenkins drove the horse until the officials reached Mott street and Park row, when in trying to turn the corner the sleigh turned over, with

Coroner Eidman at the bottom and Dr. Jen-kins on Coroner Eidman. They righted the sleigh, drove back to the undertaker's, and ad-journed the Coroners' office for the day.

NEARLY ALL THE THEATRES CLOSED Only Three Brendway Theatres Open to

Five plays new to the city were to have seen acted at as many theatres last night control necessitated a postponement of all of these "first nights." They were Robert B. Mantell in "Monbars" at the Fifth Avenue, Maggie Mitchell in "Maggie, the Midget," at the Fourteenth Street; Ludwig Barnay, the German tragedian, in "Kean" at the Academy; "Town and Country" at Wallack's, and Herr Bandmann in "Dr. Jekyll and Mr. Byde" at

Niblo's, At 5 o'clock Herr Barnay's managers announced that the blizzard was of no conse-quence so far as they were concerned, and that Academy of Music as announced. It is under stood that the management was all ready at 8 o'clock, and that the entire company were on hand, having been brought from their lodgings in \$15 cabs. But the blizzard was greater than the management thought. It had been circumvented by the actors, but the audience had not taken the same pains, and S o'cleck found precisely twelve persons sitting in the body of the house. In the galleries there were not more than 100, and in view of this meagre attendance the stage manager was constrained to announce that Herr Barnay's performance would be postponed. Many of those who had braved the storm were keenly grieved, and expressed their teelings roundly. But there was no heip for it. The management had come up bravely, but the bitmard

Daly's, the Star, and Dockstader's were the only Broadway theatres at which perform-ances were given. Daly's contained about 180 people, who saw a good performance of "A Mid-summer Night's Dream," though there were one or two changes in the cast, necessitated by the non-arrival at the theatre of actors in the

one or two changes in the cast, nocessitated by the non-arrival at the theatre of actors in the company.

About 100 people were in Pastor's. Manager Harry Sanderson said he gave a performanse because he thought it only fair treatment to those who had braved the storm to attend the show. All but two of the performers on the programme appeared. Maggie Cline was ready to play, but her wardrobe trunk had failed to arrive at the theatre.

Irving and Miss Terry went to the Star in a carriage, and "Faust" was played to a sparse audience. At Daly's a few people asked to have their money refunded. The house had been sold in advance. Corinne was singing Tomorom in "Arcadia." at Dockstader's to a pretty good house—considering the blizzard. Bome people in her company, however, were missing.

The Standard and Niblo's had notices to the effect that tickets for Monday would be exchanged to-night. Harrigan's, the Bijou. Wallack's. Fifth Avenue, Casino, and the New Braad way were dark.

The Bowery houses were deserted. No show was given at the Thalia nor the People's, where Nat Goodwin was to have opened a week's engagement.

The financial loss to the theatres will be about \$20,000 on last night alone. Two or three managers displayed shrewd business tant. These were notably Irving and Augustin Daly. Their houses had been sold ahead very largely, particularly in Mr. Daly's case. As he refunded money to those who came to the theatre, and gave a nerformance for those who came to stay, his obligation is over, he will probably halt. Those who neither used their tickets nor had their money refunded will perhaps lose their investment.

No Bilgaard Could Stop Barnum To a philosopher like Phiness Taylor Bar-

num, whose big show has wrestled with six fires and come out of them greater than ever, a thing like the blizzard was simply a new form of experience and an unexpected medium for demonstration that the greatest show on earth demonstration that the greatest show on earth rises easily superior to freaks of fate that down any ordinarily constitutes human enterprise. Twice yesterday the combined shows were displayed in Madison Equare Garden, and though the New Yorkers who braved the blizzard to get there to see the spectacle numbered only a sparse hundred at each performance, every detail of the bewildering performance was gone through with.

The different acts in the programme aggregated over a hundred in number, and they kent acrobats and jugglers and merry-makers busy in three rings and a central stage for two hours.

STREET CARS ABANDONED,

And Some Shrowd Hardware Dealers Get Up a Corner in Shovela, A few Broadway cars were sent out from

the Fiftieth street stables at 5 A. M. yesterday with two drivers on the front platform of each and four horses. Then the snow plough was sent out. But the wind blow the snow back or the tracks. The cars frequently ran off the track and

Experiences on the Train that was Twelve | were dragged through the snow. At times the horses tugged in vain to move the car, and put cars on the track by passengers. More frequently cars were abandoned, and the drivers unhitched their horses and drove back to the stables. Cars were left standing from Broadway to the Battery.

In the afternoon Superintendent Neville sent out horses to draw the cars to the stable. Conductors and drivers remained in the stables. Superintendent Neville said:

"Our most serious difficulty is the wind

Superintendent Neville said:

"Our most serious difficulty is the wind, which blow the snow on the tracks. The horses suffer terribly. It is impossible to keep the cars running. I do not know when business will be resumed."

The Avenue C and Pavonia Ferry Railroad and the Chambers street road stopped running after they had sent out a few cars. A few cars on the Seventh avenue road were sent out but they were called in. The Sixth avenue road began early to send out cars, and after an hour's experiment recalled them.

An attempt was made about 8 P. M. to Open the road for traffic. A snow plough drawn by ten horses and manned by a score of men was sent out, but the wheels could not be kepd on the tracks, and the attempt was given up.

On cress-town roads the south track was free of snow, while the north was buried in mounds five feet deep.

The Avenue B line sent out only one car, and that only to save its charter.

Car 47 of the Second avenue line was abandoned about 7 P. M. in Clinton street, near Grand street. At 8 o'clock not a street car could be had anywhere on the east side. Cars half buried in them a temporary sheller.

Travel on the Third avenue surface road was entirely suspended. The last car left Sixty-seventh street denot at 9 A. M. The big plough was sent to liarlem Bridge early in the morning with ten horses attached. Several cars were made ready to follow it, but they did not reach 125th street. More horses were sent for, and six came up from the depot, but all sixteen of them failed to drag the plough united than 11th street, and there the crew had to leave it on the track.

"It is niheteen years since we had a storm in New York that stopped our cars like this," said gray-learded Henry Hart to a Sun reporter who had waded through drifts of snow to get to the depot, "and at that time I went out and pushed the cars along myself. You can't do that to-day. President Lyon will spare no expense to open up the road as soon as it is possible."

Five cars of the Third avenue line were abandoned at various

pushed the cairs along myself. You can't do that to-day. President Lyon will spare no expense to open up the road as soon as it is possible."

Five cars of the Third avenue line were abandoned at various points between the depot and City Hail.

On the Second avenue surface road fifteen cars were abandoned in various parts of the road.

On the Fourth Avenue Railroad no cars were running after 10 A. M. In the middle of the Fourth avenue tunnel at Thirty-lourth street was a series of big snow drifts.

When the storm began ten night cars were running on the Eighth Avenue Railroad. All but five of these were called in and the teams were doubled. About 4 o'clock these were taken off, and three snow ploughs, with ten horses each, were sent out, but snow covered the tracks again in so short a lime that nothing further was done. Ne day cars were sent out at 6 A. M. or afterward.

The Ninth avenue line runs no cars late at night, but at 3½ yesterday morning it sent a snow plough up to 110th street for the purpose of getting the track ready for day traffle, which was to begin at a A. M. When the plough returned from the upper terminus the track that had been cleared was just as bad as the other, and so it was decided to run no cars during the day on the section above plifty-fourth street; but at 6 c clock the snow plow started down town, getting as far as Canal street. Ten cars were sent out at intervals of a few minutes after it. One of them got as far as Canal street and got stuck, and the other nine stopped at points between Canal street and to bring back toot, the plough and the area and the astables. Extra horses had to be sent out to bring back toot, the plough and the area and the last one was towed into the burner in showles had been created and the scoops shovels in the neighboring hardware stores, but a corner in shovels had been created, and the plough and the serion the scoop shovels in the neighboring hardware stores, but a corner in shovels had been created, and the process to buy up all the scoop shovels in